train by 3 hours to cover the distance; and

(d) it not, what are the main hurdles in this regard?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir.

(b) Due to operational end resource constraints.

(c) and (d) Reduction in the jour, ney time by 3 hours is not feasible at present due to operational exigencies.

Conversion of Railway lines in Rajasthan

296. SHRI RAMDAS AGARWAL.: Will the Minister of RAILWAYS be pleased to state:

(a) what progress has so far been made with regard to (1) Conversion of Pipase Road-Bilara M.G. Line into B. G. line, and (ii) Conversion of Merta City M. G. Line into B. G. Line and New-B. G. Lines from (i) Kolayat to Phalodi; (ii) Single Track from Jaisalmer-Hamira to Sanu Mines Area and (iii) New B. G. Line from Bhiwadi to link it Jaipur-Delhi.Ahme-dabad B. G. Line; and

(b) whether State Government of Rajasthan has requested the Railway Board to expedite conversion of above M. G. Line to B. G. Line, if so, the time likely to be taken therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) The progress achieved so far for each of the item is

(i) General Manager, Northern Railway has just submitted a study report regarding conversion of Pipar Rosd-Bilara.

(ii) Conversion of Merta-City MG line into BG has been completed.

(iii) Traffic survey for Kolayat-Philodi has been taken up.

(iv) Due to constraint of resources new line from Jaisalmer-Hamira to Sanu cannot be considered at present.

(v) There is at present no proposal to link Bhiwadi with Jaipur-Delhi-Ahmedabad.

(b) No, Sir.

Procurement of Railway Wagons

297. SHRI VIRENDRA KATARIA: Will the Minister of RAILWAYS be pleased to state;

(a) what 3a the current financial year 1994.95 target of procurement of railway wagons and how much order hag been placed; what are the names of unit with whom order has been placed quantity wise;

(b) whether it is a fact that many wagon fabricating units in West Bengal are facing closure due to non or inadequate placement of wagon order by the Railways; and

(c) whether it is a fact that Ministry of Railways has inducted two more unite at Madras to make the situation worse in the wagon industry, if so, the reasons thereof?

THE MINISTER OF RAILWAYS (SHRI C. K,, JAFFER SHARIEF): (a) Target for procurement of wagons for 1994-95 as budgeted is 18000 four wheelers. However, as traffic offerings to the Railways have not been picking up as per projections, and asset utilisation has improved, the re. nuiremeot. hag reduced.

Unitwise details of orders for the year 1994-95 are as follows:—

(Figs. in four wheelers)

Wagon Building Units	Order placed during the year 1994-95
PUBLIC SECTOR:	
1. Bharat Wagon Engg. Ltd./Muzaffarpur.	462.5
2. Bharat Wagon Engg. Ltd., Mokameh	575
3. Braithwaite/Calcutta	1220
4. Burn Std. Co. Ltd./Howrah	937.5
5. Burn Std. Co. Ltd./Burnpur	1155
6. Jessop/Calcutta	210
TOTAL Public Sector:	4560
PRIVATE SECTOR:	
7. Cimmco/Bharatpur	687.5
8. Hindustan Genl. Ind. /Nangloi	317.5
9. Modern Ind./Sahibabad	340
10. Texamaco/Calcutta	1405
11. Hindustan Development Corporation/Calcutta	650
TOTAL Private Sector	3040
RAILWAY WORKSHOPS:	
Amritsar Workshop/Amritsar	250
Golden Rock Workshop/Tiruchirappalli.	500
Samastipur Workshop/Samastipur	250
TOTAL Railway Workshops	1000
Tender in hand	1800
GRAND TOTAL:	10400

(b) No, Bir.

(c) With a view to encourage com petition in the context of Govern ment's recent policy of liberalisation, orders were placed in 1993-94 for 250 four wheelers eech on two units in Madras—one in the State Government Sector and the other in Private Sec tor.

Assistance for the construction and Repair / National Highways to Gujarat

298. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the grant given by the Union Government to Gujarat State to take up original work and repair work relating to national highways during each oif the last three years;

(b) the requirements of State and the amount allotted to them during the above said period, year-wise;

(c) whether due to insufficient allo cation of Central Grants, the State Government of Gujarat is finding it difficult to ensure proper maintenance of national highways in the State;

(d) if so, the measures taken by Government to improve the position; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) The amounts de- ' manded and allotted to the Government of Gujarat for construction, maintenance and repsir of National Highways during the last three years are as under: —

Year	Original works		Maintanance & Repairs (Normal)	
	Amount Demanded	Amount Allotted	Amount Demanded	Amount Allotted
1991-92	4579.16	4770.00	1043.57	576.81
1992-93	8505.13	4650.00	1363.24	674.70
1993-94	6734:95	6350.00	1327.38	841.70

(c) to (e) Due to overall resource constraints, the availability of fiunds for maintenance is consistantly Bhort of demand assessed as per approved norms Enhancement of maintenance grant will, however, depend upon the availability of resources. However, efforts are made to maintain the National Highways in traffic worthy condition within the available funds.

गुजरात को केन्द्रीय सड़क निधि से धन राशि का आवंटन

299. श्री चिमनभाई हरिभाई शुक्ल : क्या जल भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) चालू वित्तीय वर्ष के दौरान गुजरात सरकार को केन्द्रीय सड़क निधि/केन्द्रीय निधि से कुल कितनी धनराशि उपलब्ध कराए जाने की संभावना है,

(ख) उन योजनाओं का ब्यौरा क्या है जिनके लिए धनराशि का जिलेवार उपयोग किया जाएगा ; और

(ग) पिछले तीन वर्षों के दौरान राष्ट्रीय राजमार्गों के रख-रखाव और मरम्मत के लिए केन्द्रीय सरकार को राज्य